RAILROADS.

BALTIMORE AND OHIO RAILBOAD. WASHINGTON AND THE WEST are now run as follows, viz:

FOR BALTHOUR.

Leave daily, except funday, at 6.30, 7.30, and 11.15 a. m., and 2.30, 4. 30, and 7.30 p. m.

POR ALL WAY STATIONS.
Leave daily, except Sunday, at 6 20 a. m. and FOR WAY STATIONS SOUTH OF ANNAPOAIS

Leave at 6 and 6.20 a. m., and at 2.30 and FOR ANNAPOLIS.

POR ANNAPOLIS.
Leave at 6. 20 and 7.30 a. m., and 4.35 p. m.
No train to or from Annapolis on Sanday.
ON SUNDAY.
POR HALTIMORS.
Leave at 7.30 a. m. and 4.35 p. m.
POR WAY STATIONS.
Leave at 7.30 a. m. and 4.35 p. m.
FOR ALL PARTS OF THE WEST.
Leave daily, except Sunday, at 7.30 a. m. and
L30 p. m. at 7.30 p. m. only, connecting with trains from Baltimore to

On Sunday, as fall of the control of

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRECT LINE ENTIRELY COM-STAGING ENTIRELY DISCONTINUED.

MILES SHORTER AND S HOURS QUICKED THAN BY ANY OTHER ROOTS.

TMAG PAILY.

On and after MONDAY, September 25, the old and favorite line from Washi MOTON, via FRED-ERICKSHURG, to RICHMORD, with be run TWICE DALLY, (Sanday nights excepted.) as followed.

TWICE DALLY, (Sunday nights excepted,) as follows:

The fast and commodious steamer KENPORT,
Captain Frank Hollingshead, and C. VANDER-BILT Captain A. L. Colmary, will leave the wharf,
foot of lixth sizest, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 5.45 p. m.,
arriving at Aquia Greek by 10.30 a. m., and 12.35
p. m., and thence by the Richmond, Fredericksburg, and Potenace Ballroad, now entirely completed, to Richmond, arriving there at 2.20 p. m.,
and 5.20 a. m., affording ample time for dining in
Richmond, and maxing connections with the
Richmond and Petersburg Railroad for Petersburg and potats south of Petersburg.
The steamer leaving Wathington at 5.45 p. m.,
arrives in Richmond at 5.20 a. m., affording ampletime for breakfast, and connection with M. K.
Richmond and Patersburg.
Richmond. Richmond at 5.20 a. m., affording ampletime for breakfast, and connection with Va.,
Greensboro', Ballobury, hadotte, Raleigh,
Goideborough, and Wilmington, K. C., and
Chester, E. V. S. vs. leav. Washington at 2. m.

On SUNDAYS leave WASHINGTON at 7 a. m.

h tickets from H. Yerk to Richmond \$17 00 Philad's "13 60 "Baltimore "10 00

masters.

Through tickets from H. Yerk to Richmond. 17 00

"Baltimore to Pred 2 0.00

"Washington "4.25

Brown Washington "4.25

From Washington to Richmond ... \$60

Gan be procured in New York at No. 229 Broadway, and at Courtiand street ferry. In Philadelphia, at the depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Broad and Prime streets. In Baltimore, at the Camden Station of the Baltimore and Ohle Railroad Company. In Washington, at the Camden Station of the Baltimore and the Railroad Company. In Washington, at the Camden Station of the Baltimore and No. 220 Broadway, and at Ohle Railroad Company. In Washington, at the Camden Station of the Baltimore and Baltimore at 2.85

A. 35, and 6 p. m. 3.53 and 6.37 Ap. m. and 6.37 Ap. m. 10.37 Ap. M. 35 A

battle-fields neat from New York, Phil-gs will be checked from New York, Phil-a, and Baltimore to Waskington, where it met by the baggage masters of this line. fast and supper on board of steamers. GEO. MATTINGLY, Superintendent, Washington, D. O. W. D. GILKERBON, Agent, Washington, D. O.

PHILADELPHIA, WILMINGTON, AND

Commenting MONDAY, December 19th, 1864, trains will leave depot, errors of Broad street and washington avenue, as follows:
Agress Train at 4.0 a. m., (Mondays excepted.) for Baltimore and Washington, stopping at Wilmington, Perryville, Hayre-de-Grace, Aberdeen, Perryman's, and Magnolia. Way Mail Train at 8.15 a. m., (Sandays excepted.) for Baltimore, stopping at all regular stations, connecting with Delaware railroad at

diate stations.

Express Train at 1.15 p. m., (Sundays executed,) for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville, and Havre-de-Grace. Express Train at 3.50 p. m., (Sundays ex-egoted.) for Haltimors and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's, and

Perryulas, and at 11.15 p. m., for Baltimore Might Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Riewark, Eikton, Northeast, Perryulis, and Harra-de-Graes.

Passengers for Fortees Monroe will take the

8.15 a. m. train.
ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilming-

ton— Leave Philadelphia at 11.00 a. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train connects with Delaware Hallroad for Milford and Interstations. Wilmington at 7.15 and 9.30 a. m., 2.30 and 6.30 p. m.
THROUGH TRAINS FROM BALTIMORE -Leave Wilmington at 12 m., 4.24, 8.33 and 5.54 p. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8.15, 10.14 a. m., 12.36, 5.13, 4.54, 7.20

ter at 8.16, 10.14 a. m., and 0.00 p. m. SUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and Washington, stopping at Wilmington, Perryville, Hayro-de-Grace, Aberdeen, Perryman's

ville, HATTV-GRAND, STREET, AND MANUAL STREET, STREET,

ALTER OF ADVERTISING. One equare, three days. One equare, the days

WASHINGTON, D. C., MONDAY EVENING, JANUARY 15, 1866.

NO. 41.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BAILROADS. GREAT PENNSYLVANIA ROUTE TO

HORTH AND WEST.

FOUR DAILY TRAINS.

WINTER SCHEDULE;

ON AND AFTER NOVEMBER 20, 1865, trains will run as follows:

Leave Wash'n. Leave Baile

Express Mail. 6. 20 a. m. 2,00 a. m. 7ast Line. 12,10 p. m. Pittsburgh and Eric Ex. 4. 40 p. m. 7. 20 p. m. Pittsburgh and Elmirs Ex. 7. 50 p. m. 10.00 p. m.

TWO TRAINS ON SUNDAY. Leaving Washington at 3.30 and 7.30 p. m SLEEPING CARS ON ALL NIGHT TRAINS.

LOW PARE AND QUICK TIME.

the Office of the Great Fennsylvania Route, cor ner Fennsylvania avenue and Sixth street, under National Hotel, and Fourteenth atreet, corner of Penusylvania avenue, opposite Willairda's Hotel Washington.

Superintendent N. C. E. H. J. WILKINB, Passenger and Ticket Agent, JNO, GILLETT, Passenger Agent. no.20-11

1864 ABRANGEMENTS

NEW YORK LINES. THE CAMPER AND AMBOY AND PHILADEL

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. WALRUT STREET WHARP AND RESSINGTON DEPOT,

LEAVE AS FOLLOWS, VIZ: via Camden and Amboy—C. an

At 12 m., via Camden and Amboy—G. and A. Ascommodation.

At 2 p. m., via Camden and Amboy—G. and A. Express.

At 8 p. m., via Kensington and Jersey City—Washington and N. Y. Express.

At 65 p. m., via Kensington and Jersey City—Evening Mail.

At 115 (n) m., via Kensington and Jersey City—Evening Mail.

At 115 (n) king to the control of the control o

PUILADELPHIA AND NEW YORK LINES

Leave Walnut street wharf at 6 and 8 a.m., 12 m., and 2 p. m. Leave Kecatington Depot at 11.15 a. m., 2.50, 1.50 and 6.46 p. m., and 12.50 a. m. (night.) The 6.46 p. m., line runs dally; (all others, jundays excepted.) NEW YORK AND PHILADELPHIA LINES. p. m. From foot of Cortland street at 7, 5, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night. The 6 p. m. line runs d. liy; (all others, San-days excepted.)

Philadelphia and New York Lines.
Philadelphia and New York Lines.
Philadelphia, Dec. 23, 1863.

deSl

1865 WINTER ARRANGEMENT. 1865

PENNSTLVANIA CENTRAL RAILBOAD. TWELVE DAILY TRAINS.

n and after MONDAY, October 16, 1865, trains leave the Union Passenger Depot, corner o shington and Liberty streets, Pittsburgh, Pa. s follows:
DAY EXPRESS, daily except Sunday, at 2.50 a.

., stepping at Johnstown, Conemaugh, Gallitsen, Aitoona, and all principal stations, and makgr direct connections at Harrisburg for New
ork, Baltimore, and Washington, and at Philaolphia for New York, Boston, and intermediate

delphis for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except Sonday, at 5.00 a.m., stopping at all regular sations between Pittaburgh and Altoona, and making close connection with trains on the Indian Branch, West Pennsylvania Bailroad, Ebenaburg and Cresson Bailroad, and Hollidaysburg Branch. PITTEBURGH AND ERIE MAIL, daily except Sunday, at 7.50 s. m., stopping only at Consmaugh, Gellitten, Altoona, and all principal stations, making direct comnection at Harrisburg for New York, Baitmore, and Washington.
MAIL ACCOMMODATION, daily (except Sanday) at 11.40 a. m., stopping at all regular stations between Pittleburg and Harrisburg main connections with trains on the Eboneburg and Cresson railroad and Hollidaysburg railroad.

villa, Harriaburg, Lancasser, and Bowningtown, At Harriaburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and inter-mediate points. Siesping cars run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Allentown

JOHNSTOWN ACCOMMODATION, daily (except Sunday) at 4.35 p. m., stopping at regular stations between Pittsburg and Conemangh, and connecting at Biairwills intersection with trains on the Indiana Branch and West Pennsylvania rallrands.

on the Indiana Branch and West Ponneylvania railroads.

FAST LINE, daily, except Sunday, at 9.50 p.m., stopping only at Conamangh, Gallitsen, Altoona, Buntingdon, Lewistowa, Mimin, Newport, Maryaville, Harriaberg, Middistowy, Lancaster, and Downingtowa, making connection at Harrisburg for New York, Baltimore saud Washington, and at Philadelphia for New York, Beston and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Sanday) at 4.50 a. m.

Becond Accommodation Train for Wall's Station leaves daily (except Sanday) at 4.50 a. m.

Third Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.50 p.m.

Fourth Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.50 p.m.

Fourth Accommodation Train for Wall's Sta-on leaves daily (except Sunday) at 6.05 p. m. Accommodation for Penn Station, stopping at 1 stations between Pittsburgh and Penn, at

all stations between Pittsburgh and Paun, at 10.50 p. m. The Church Train leaves Wall's Station every Sunday at 9.05 a. m., and arriving in Pittsburgh at 10.05 a. m. Beturning leaves Pittsburgh at at 113.50 p. m., and arrives at Wall's Station at 2.00 p. m.

Returning Trains arrive in Pittsburgh as follows: Heturning Trains 1.20 s. in.

Fast Line. 2.20 s. in.

Fast Line. 2.20 s. in.

First Wall's Station Accommodation. 0.55 s. in.

Penn Accommodatiop. 7.50 s. in.

Second Wall's Station Accommodation 5.50 s. in. Harre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

Leave Baltimere at 2.55 p. m., stopping at
Leave Baltimere at 2.55 p. m., stopping at
Also stops at Eithon and Newark (to take passungers for Philadelphia and leave passengers
annex passengers from Baltimore, and Chester to
laave passengers from Baltimore or Washington.

Laave Milmington for Philadelphia at 6.50

Mary Wilmington for Philadelphia at 6.50

Mary

RAILROADS.

ORANGE AND ALEXANDRIA RAIL-INGON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG. .YNCHBURG, ad after FRIDAY, September 1, 1865, the on this road will run as fellows:

trains on this road will run as fellows:

Leave Washington at 7 a. m. and 6.30 p. m.

Leave Machington at 7 a. m. and 8.30 p. m.

Leave Alexanderia at 7.50 a. m. and 9 p. m.

Leave Ordonsville at 12.30 p. m. and 9 p. m.

Leave Ordonsville at 12.30 p. m. and 6.40 a. m.

Astrice at Lyachburg as 6.30 p. m. and 6. a. m.

Leave Lyachburg at 6.40 a. m. and 7.15 p. m.

Leave Lyachburg at 6.40 a. m. and 7.15 p. m.

Leave Hishmond at 7 a. m. and 7.15 p. m.

Leave Hishmond at 7 a. m. and 7.15 p. m.

Leave Hishmond at 12.50 p. m. and 12.50 a. m.

Arrive at Machington at 12.50 p. m. and 12.50 a. m.

Arrive at Washington at 6.50 p. m. arriving at 12.50 p.

Local freight train leaves Alexandria at a.

m. arriving in Gordonaville at 11.45 a. m.

Leaves Gordonaville at 12.50 p. m., arriving in kingandria 4 5 p. m.

Leaves Gordonaville at 12.55 p. m., arriving in liaxandria at 5 p. m.
Itarriving in Lynchburg at 7.10 p. m.
Through freight train leaves Alexandria at 3.
m., arriving in Lynchburg at 7.0 p. m.
Leaves Lynchburg at 3.28 a. m., arriving in
liexandria at 6.10 p. m.
Passengers from Warrenton will take the 7 a.
t. train south from Washington, and the 6.45 a.
t. train arriving in Lynchburg.
Leaves of the 7 a. m. and 7.15 p. m.
rains from Lynchburg, and the 7 a. m. and 7.15
m. trains from Richmond connect with trains
it Washington for all parts of the North and
West.

Vest. This route has the advantage over all others by aving a continuous rall from New York to This route has the savantage over an occasion, average action on the savantage so continuous rail from New York to Lynchburg, 400 miles.

It also passes through Fairfax, Bull Run, Maisseas, Bristow, Catlett's, Rappshinnock, Cuisepper, Orange, and Gordonwille, where many of the great battles of the late rebellion were

ington; also, at the sorrer of Pirst and C streets ins leave the sorner of Pirst and C streets. W. H. McCAFFERTY, Eugerintendent.

W. H. McCafferty,
General Superintendent,
J. K. BROADIS,
Oct. U General Passenger Agent.
THROUGH LINE BETWEEN WASHINOTON, PHILADELPHIA, AND NEW

YORK. WASHINGTON, October 29, 1865.
Trains between Washington and New York are ow run as follows, vis:
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.50 a. m., and
50 and 7.30 p. m.
FOR NEW YORK, changing cars at Philadelbits. ia, Leave daily (except Sunday) at 11.15 s. m., and

POR PHILADELPHIA,

Arenus, neuvem run run and chievette.

See Baltimore and Ohio railroad advertisement for schedule between Washington, Baltimore Annapolis, and the West. W. P. SMITH, Master of Transportation.

Master of Transportation.

General Research Transportation.

General Research College, General Research College

- WASHINGTON. ALEXANDRIA, AND GEORGET

RAILROAD COMPANY. STOCK, \$500,000-HHARM, \$100 E.

BOARD OF DIRECTORS:

President—Robort W. Lathum, Esq. Secretary—Joseph B. Stewart, Esq. Tresaurer—Leonard Huyek, Esq. Separintending Agent and Recording ry—Ouers A. Stevens.

TLANTIC STEAMSHIP COMPANY

Leaving Pier No. 12, North River, New York every WEDNESDAY and SATURDAY, at 4 p. m and foot of G street, Washington, D. C., ever TUESDAY and PRIDAY, at 7 s. m.

BOWEN, BRO. & CO., Alexandria, Va., H. B. CROMWELL & CO., sol7-M SS West street, New York. BOWEN, BRO. & CO.

NEW YORK WASHINGTON STRAMSHIP COMPANY, (OLD LINE,)

NEW YORK, ALEXANDRIA, WASHINGTON

ANN ELIZA.

Regular Sailing Days TUESDAYS and FRI-DAYS, at 12 m., from foot of High street, George-lows, and Pier 16, East River, (foot of Wall street,) New York.

For freight or passage apply to— C. P. HOUGHTON, Agent,

C. P. HOUGHTON, Agent,
foot of Righ street, Googetown.
M. RLDRIDGE & Co., Agenia,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
117 Wall Street, New York.
Freight received constantly and forwarded it
all parts of the country with dispatch, at lowest
ties.

jo23

ORPHANS' COURT.

ORPHANS' COURT.

DISTRICT OF COLUMBIA, WASHINGTON COURTY—TO WIT:

In the case of Maria Miles, administrator's of Wm. Miles, deceased, the administrator's Aforewald has with the approbation of the Orphans' Court of Washington County aforewald. Any political work of the Aforewald has been accounted to the County of the Count

Books elegantly or plainly bound. Period-icals and Newspapers carefully attended to.

BY P. R. SHRLLRY We meet not as we parted, We feel more than all may see; My bosom is heavy-hearted, And thine full of doubt for me, One moment has bound the free.

That moment has gone forever, Like lightning that flashed and Like a show-flake upon the river, Like a snaheam upon the tide, Which the dark shadows hide.

That moment from time was singled As the first of a life of pain; The cup of its jay was mingled, Deluston too sweet, though vain! Too sweet to be mine again.

Sweet lips could my heart have hidden. Methinks too little cost For a moment so found, so lost !

Last Days of the Rebei Government The following communication, published nents relative to the last days of the fugitive

Thinking some of your readers desire to be informed of the last dying hours of the last Confederate Government, I have determined to give you a brief account of the journey of Jefferson Davis and Cabinet from Danville, Va., to Washington, Ga. After the downfall of Richmond, Danville was selected as the temporary seat of Government. Admiral Semites, formerly of the Alabams, was made brigading general and placed he command of the defences of Danville, which were manned by a naval brigade, transformed into batteries of light artillery, supported by one or two battalions of promiseuous troops, belonging to the Virginia army, who were absent on furlough at the time of the battles before Petersburg, and were then returning to their respective commands. Here for a while the fugitive Government rested secure but as soon as the authontic information was received of the surrender of Gen. Lee and of while the lugitive deverment rested secure; but as soon as the authentic information was received of the surrender of Gen. Lee and of his hitherto invincible army, the chiefs of the different departments packed up bag and baggage and hurried away by railroad to Greenshore', N. C.

baggage and hurried away by railroad to Greensboro', N. C.
At Greensboro the writer of this article was specially authorized to raise a company of select Mississippians, belonging to the Virginia army, for a mounted escort to the President. His life had been attempted three times before leaving Richmond, and many of the North Carolinians were known to hate him. On the 18th of April, the cabinet, consisting of Mr. Davis, Secretaries Benjamin and Breckinridge and Mallory, Postmaster General Reagan, and the following-named officers belonging to the President's staff, vir. Col. John P. Wood, Col. Thos. L. Lubeck, (formerly Governor of

the only thing that could be done under the circumstances.

Here Mr. Davis received a telegram from Gen. Breckinridge, who had remained behind a few days with Johnston's army, announcing the assassination of President Lincoln. He expressed his sincere regret at this sad occurrence, and said: "There is no event that has happened since the commencement of the war that I more deeply deplore than this lamentable assassination. First, because murders, such as this, never benefit any cause, but are calculated to injury; second, the Confederate government will be censured for complicity and participation in this horrible tragedy; third, in case the Confederate government is finally overthrown, we could have expected a greater leniency and more concessions from Mr. Lincoln than, I fear, his successor will grant us." I mention this declaration of Mr. Davis in order to show that the assertions made by his enemies, that he knew of the refused to approve the treaty authorized by Mr. Lincoln, and agreed upon by Generals Johnston and Sherman, the Cabinet set out

on their journey southward with all possible speed.
Kilpatrick's cavalry was close upon our guson were greatly demoralized. We finally reached Abbeville, S. C., on the 1st day of

Meet me south of the Chattahoochee, as this department has been surrendered without my knowledge or consent." He seemed to be much depressed by the earst that weighed upon his mind, but was still hopeful to the last.

The Mexican Question

The following is the text of Mr. SEWARD'S French-Mexican question:

Renon-Serican question:

ME. SEWARD TO THE MARQUIS DE MONTHOLON.

DEPARTMENT OF STATE,

WASHINGTON, December C, 1865.

SIR: Having made known to the President
the Emperor's views on Mexican sfairs which

Washington, December 6, 1805.

Sin: Having made known to the President the Emperor's views on Maxican affairs which you communicated to me on the 25th ultimo. I have now the honor to inform you of the disposition of this Government in regard to the same subject. It seems proper, however, for me to say, in the first place, that what I have to communicate has been already fully made known to Mr. Bigolow, with authority is his discretion, to impart the same to Mr. Drouyn de l'Huys.

The effect of the Emperor's suggestions when they are reduced to a practical shape seems to be this: that France is gilling to retire from Maxico as soon as she may, but that it would be inconvenient for her without first receiving from the United States an assurance of a friendly or tolerant disposition to the Power which has assumed to itself an imperial form in the capital city of Maxico. The President is gratified with the assurance you have thus given of the Emperor's good disposition. Ir seget, however, to be obliged to any that the condition the Emperor suggests is one which seems quite impracticable. It is true, indeed, that the presence of foreign armies in an adjacent country, could not, under any circumstances, but came uncasiness and anxiety on the part of this Government. It creates for us expenses which are inconvenient, not to speak of dangers of collision. Nevertheless, I cannot but inferfrom the tenor of your communication, that the principal came of the discontent prevailing in the United States in regard to Mexico is not fully apprehended by the Emperor's Government. The chief came is not that there is a foreign army in Mexico; much leas does that discontent arise from the circumstances that that foreign army is a French one. We recognise the right of sovereign actual the care is not that the care in one was with each other if they do not invade our right or menace our active or just influence. The real cause of our national discontent is, that the French army which is now in Mexico is invading a domestic republican

Postmaster General Reagan, and the following-ing-named officers belonging to the Pratident's staff, vir: Col. John P. Wood, Col. Thos. L. Lubeck, (formerly Governor of Texas,) Col. Wm. Preston Johnston, (and of Gen. Albert Sidney Johnston,) and Colonel Burton N. Harrison, (private secretary,) est out from Greensboro on horseback, to seek a place of greater safety further South. Two divisions of cavalry, commanded by Generals Debrill and Perguson, were detached from Wheeler's corps to protect and guard the front and rear of the distinguished cavalcade. A long wagon train, containing the personal baggage of the Cabinet, and the most valuable srelives of the waning government, also composed part of the column. We rode leisurely along, from twenty to twenty-five miles a day, until we arrived at Charlotte, N. C., where we halted four or five days, during which time Gens. Johnston and Sherman were negotiating a treaty of peace, of which Mr. Davis approved, and said it was the only thing that could be done under the incumantances.

Here Mr. Davis received a telegram from Gen. Breckinridge, who had remained behind a few days with Johnston's army, announcing the assessimation of President Lincoln. He expressed his sincere regret at this said occurrence, and said: "There is no awent that has happened since the commencement of the warthat I more deeply deplore than this lamentable assessimation. First, because murders, such as this, neverbenefit any cause, but are calculated to injury; second, the Confederate government will be consured for complicity and participation in this horrible tragedy; third, in case the Confederate government is finally overthrown, we could have expected a greater leniency and more concessions from Mr. Lincoln half, I far, his successor will grant us." I mention this declaration of Mr. Davis approved the treast antion of Mr. Davis approved the treast and willful falsehoods. So soon as Freedent Johnson testing the constitution of the distinguished to approve the treast and willful falsehoods. So themselves called upon to make a war of propagandism throughout the world, or even on this continent, in the republican cause. We have sufficient faith in the eventual suc-

encouraged it, were malignant and willful within the last to approve the treaty authorized by even of any American statesman, or refused to approve the treaty authorized by even of any American citizen, what country in Europe was the one which was least likely in Europe was the one which was least likely in Europe was the one which was least likely in Europe was the one which was least likely in Europe was the one which was least likely in Europe was the one which was least likely in the country to experience an alienation of the friendshi of the United States, the answer was prompt by given, France. Friendship with France has always been deemed important and peculiarly agreeable by the American people. Every American citizen deems it no less important and desirable for the future than for the control of the c

in one hand and the other was uplifted, as though to ward off a blow or appealing to Heaven. The faces of all were pale, as though cut in marble. As the wind swept across the battle-field it waved the hair and gave the bodies such an appearance of life that a spectator could hardly help thinking they were about to rise to continue the fight.

Another surgeon, describing the appearance of the corpses on the field of Magenta, says that they furnish indubitable proof that man may cease to exist without suffering the least pain. Those struck on the head generally lay with their faces on the ground, their limbs retaining the position they were in at the instant they were struck, and most of these still held their rifles; showing that when a hell entered the brain it causes such a sudden contraction of the muscles that there is not time for the hand to loose its held of the weapon before death.

Another pseuliarity observed in the case of those who were wounded in the brain was wounded in the brain was the suddenness with which they died even when suspected to be out of danger. During the battle of Solferino a rifleman was wounded in the head by a ball which passed through the skull and buried fuelf in the brain. His wound was dressed, and he was stretched on straw, with his head resting on his knapsack, like his wounded comrades. He retained the full use of his faculties, and chatted about his wound, almost with indifference, as he filled his pipe and lay smoking it. Nevertheless, before he had finished it death came upon him, and he was found lying in the same attitude, with his pipe still between his teeth. He had never uttered a cry, or given any sign that he was suffering pain.

The Late Tom Corwin.

His very dark complexion was often made the subject of jokes by Corwin and his friends. Thomas F. Marshall, of Kentucky, (who had a very red complexion himself, and who used to frequently relate a story connected therewith, which like many details of the Strong diverce case, will not hear publication,) once told an adventure which he had with Mr. Corwin at Lebanon, Ohio, Mr Corwin's place of residence. Marshall had registered himself at the hotel as "Mr. Marshall, of Kentucky." White sitting in the public rocm in this evening he noticed a neatly dressed colored man enter the hall, and, approaching the register, begin to read it. When he had resoched Marshall's name he read it aloud, and asked the clerk if "Mr. Marshull was in the hotel."

Marshall was in the hotel."

The clerk replied by pointing him to the

Marshall was in the hotel."

The clerk replied by pointing him to the gentleman in question. The colored man approached Marshall, saluted him very respectfully, and asked if he belonged to the Lexington family of Marshalls. Marshall was, as he expressed it afterward, "somewhat put out by the familiar manner of the 'eulled genman;" but asswered civilly that he was. The colored man was delighted to hear it, and to meet him.

"I had," he said, "the honor and pleasure of serving with Mr. Thomas A. Marshall from 1831 to 1835."

Mr. Marshall, thinking he had met one of the old family servants who had "run away" from Kentucky to freedom in Ohio, was about to ply him with questions, but found no opportunity of "gesting in a word edgeways." The colored man asked in rapid succession after the various members of the family, spoke feelingly and familiarly of old Humphrey Marshall, the head of the old Kentucky Marshall family, and 'at last asked if the gentleman was acquainted with Mr. Henry Clay. On Marshall replying in the affirmative, the colored gentleman began to tell, in a voice intended for the little crowd of listeners who had gathered around, some reminiscences of Henry Clay, one of which he began by the remark:

"When I was in Congress with Mr. Clay." Inter"You in Congress, with Mr. Clay." Inter-

Clay...''
"You in Congress with Mr. Clay?'' inter-rupted Marshall...''You in Congress?''
"Yes, sir; yes, sir. My name is Tom Cor-

"Tom Corwin!" exclaimed Marshall. "Excuse me, sir, but damned if I didn't think you were a free negro.''

MERCANTILE FAILURES Mr. WYMAN, O the New York Mercantile Agency, has prepared the following tabular statement, sho ng the number of failures in business in the Northern States, with their liabilities, for

of the condition of the South the agency reports:

"That the progress toward a settled and permanent property has been much greater than could be anticipated. Extensive preparations are being made for planting a large cotton crop. Many of the old established traders are still in business or desirous to be engaged therein, and if they are but treated with liberality and encouraged with confidence and support, it is believed that they will yet largely reduce the indebtedness to the North, incurred previous to the war. But to enable them to do so—indeed, to enable the country to recover the rude sheek its commerce has received, needs the introduction of capital and confidence from the North. With a soil that needs only to be tickled with the here to blossom with the harvest, with a sure market for a most profitable staple, there is no doubt of a great stap onward by the South in the current year. In this view, judicious creditis in that section cannot be amise, provided they are granted only to those whose character and general standing settlis them to confidence.

sear, and the commands of Dahvill and Farguano were greatly demonalized. We find a search of the color of the

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN THE DALLY MATIONAL REPUBLICAN is published every afternoon (fundays excepted) by W. J. Musram & Co., (No 511 Ninth street,) and is furnished to our subscribers (by carriers) at 46 cents per month.

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riably is advance.

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Peanut Culture in North Carolina. Peasaut Culture in North Carolina.

For years past the ground-pea has been a most important element of commerce in the Cape Fear country—the annual exportation to the Northern States and Canada considerably exceeding 100,000 bushels. A single planter in one of our eastern counties obtained from it a yearly income or \$5,000. He raised from fifty to eventy-live bushels to the sere, and cultivated five acres to the hand, which at \$1 a bushel—the ordinary price, though \$1.25 was frequently realized—yielded an income of \$250 to \$300 to the hand. No such result under the old system of labor, could be obtained with staples on similar soils. Our cotton planters contented themselves with—acropy yielding from \$12 to ly the simplest implements are required-first the plow to break the land, and then simply the sweep and weeding boss. The average crop, as we have beens stated, is from 50 to 75 bushels to the acrs, besides which there will be left in the ground enough to fatten 100 pounds of pork. The view, when the pea is removed, makes an excellent forage for cattle—said to be equal to the best northern hay. From the nut is expressed a most valuable oil. During the war just closed, this oil was universally used in our machine shops, and its lubricatory properties are pronounced by competent authority, to be superior to those of whale oil, for the reas-net hat it does not gum at all. One of the qualities of oil is extensively employed in the composition of medicines; another is used for burning purposes, and possesse the virtue of not smoking, while a third makes a really excellent salad condiment. Such, and so varied and important are the uses to which this simple product can be devoted; uses which the uninformed, who have perhaps re-garded it only in the light of an indigestible bulb, would never suspect to proceed from

W.L. Hanscom, late Naval Constructor
William L. Hanscom, late Naval Constructor at the Philadelphia navy-yard, has
cesigned, and immediately upon the reception of the notification of the acceptance of
his resignation, he left the navy-yard and
proceeded to Boston. Mr. Hanscom is a
native of the State of Maine, and was appointed Naval Constructor on the 15th of
October, 1853. He has since served his country with great real and fidelity, and has
modeled and launched some of the finest
vessels in our navy, among which we may modeled and launched some of the finest vessels in our navy, among which we may mention the screw frigate Ammonossus, of 3,213 tons; screw sloop Canandaigus, 1,395 tons; screw frigate Franklin, 3,175 tons; Genesce, 803 tons; Guerriere, 3,175 tons; Housstonic, Kewaydin, Maratanza, Mohican, Pompanoceus, Taliapoosa, Wachusett, the famous Kearsarge and the magnificent iron-cial Monadnock.

ramous Kearsarge and the magnificent ironclad Monadnock.

Many have supposed that Mr. Ericason
planned the two-turretted monitors of the
Monadnock class; but this is an error. They
were planned by the naval constructors who
built them, and thus far the Monadnock has
proved to be the best and fastest turretted
vessel affoat. Mr. Hanseom has built about
thirty vessels since he has been a naval constructor, all of which have rendered excellent service. Ho will probably go into the
ship-building business on his own account,
sither at New York or Boston. Whether he
resigned for this purpose, or to gratify some
official clique at Washington, is not known,
but it is certain that this branch of our naval service has lost a good man and a valuable mechanic...N. Y. Times.

GOOD COME BREAD AND PUDDING.—The same money will purchase 2 or 3 times as much nourishment in corn meal, as it will in wheat flour, and it is a matter of economy to use as much of the former as can be made palatable. Of the hundreds of Corn Bread receipts we have published in the American Agriculturist, none we have tried have given as continued satisfaction as the following agricultures, none we have tried have given as continued satisfaction as the following: I quart of sweet milk; I teaspoonful of cooking sods; I teacupful of molasses; 2 teaspoonful of sod; 4 teacupfuls of fine corn meal, and 3 to 4 teacupfuls of wheat flour. Mix all well together, and bake slowly for an hour or more. It keeps moist for several days and is reliabed by most persons. The proportion of flour may be varied to suit the liking. The above preparation, cooked in a steamer, makes a good pudding, to be eaten with cream or milk and sugar, or butter alone.

A company has been formed on the basis of \$200,000 capital, and the official articles of Of the condition of the South the agency | 80; Senator Sacos at

Tun receipts from sustoms at three of the Am receipts from sustoms at three of the principal cities during the first week of the present year, from the 2d of January to the 8th, inclusive, were as follows: New York, \$2,107,341.69; Philadelphia, \$73,760.49; Bal-timors, \$63,181.98.

PROPOSALS FOR STATIONERY.

PROPOSALS FOR STATIONERY.

OFFICE DRIFOT COMMISSANY OF SCREETERSES,

WASHINGTON, JERNARY JS, 1866

Feeled Proposals, in deplicate, will be received at the office until THURSDAY, Jennary 25, 1866, at 11 o'clock, m. m., for furnishing this Depot with the following Stationery for three (3) months from the let day of February, 1866; Cap Paper, ruled and unruled, to weigh not less than 12 pounds to the ream.

Letter Paper, ruled and unruled, to weigh not less than 10 pounds to the ream.

Letter Paper, ruled and unruled, to weigh not less than 9 pounds to the ream.

Note Faper, ruled and unruled, to weigh not less than 9 pounds to the ream.

Follo Yook, ruled, to weigh not less than 24 pounds to the ream.

Bevelope Paper, to weigh not less than 100 pounds to the ream.

Official Envelope per M, white and buff, of the following since: xi0, x9, x11, x1-9, 5, 11, 36-10, xx10.

Letter Envelopes, per M, white and dunf, of the

following sizes: and the following sizes: 30, x5, 36-1, xx1, xx2.

Latine Envelopes, per M, white and haff, of the following sizes: 30, x5, 36-1, xx1, xx2.

Bealing Wax, per pound.

Maching, large and small bottles, per dozen.

Ivory Faper Folders, per dozen.

Red Tape, Nos 17 and 23, per spool.

Peu-holders, assorted, per dozen.

Sizes! Faneers, per dozen.

Sizes! Faneers, per dozen.

Sizes! Pans, Gillott's, Nos. 303, 404, 332, 331.

Rulers.

Rulers. Lead Poncils—Faber's. Arnold's genuine Writing Fluid, quarts and Araold's genuine Writing Fluid, quarts and luts, per dozen. Arnold's Copying Fluid, quarts and pints, per

ison. Mack Ink, quarts and pluts, per dozen. Dovell's or David's Carminas Ink. Memorandous Socks, assorted, per dozes. Blank Books, per quire, Cap. Demy, and Me-mer Carminas (Cap. Demy, and Metium.
India Rubber, per pound.
Inkslands, assorted, per dozen.
Inkslands, assorted, per dozen.
Inniples will be required, and bidders are intied to be present at the spening of the bids.
Fayments to be made monthly, in such fauds
is the Geverament may furnish.
Proposals to be directed to
E. T. BRIDGES,